

AT ITS CREST.

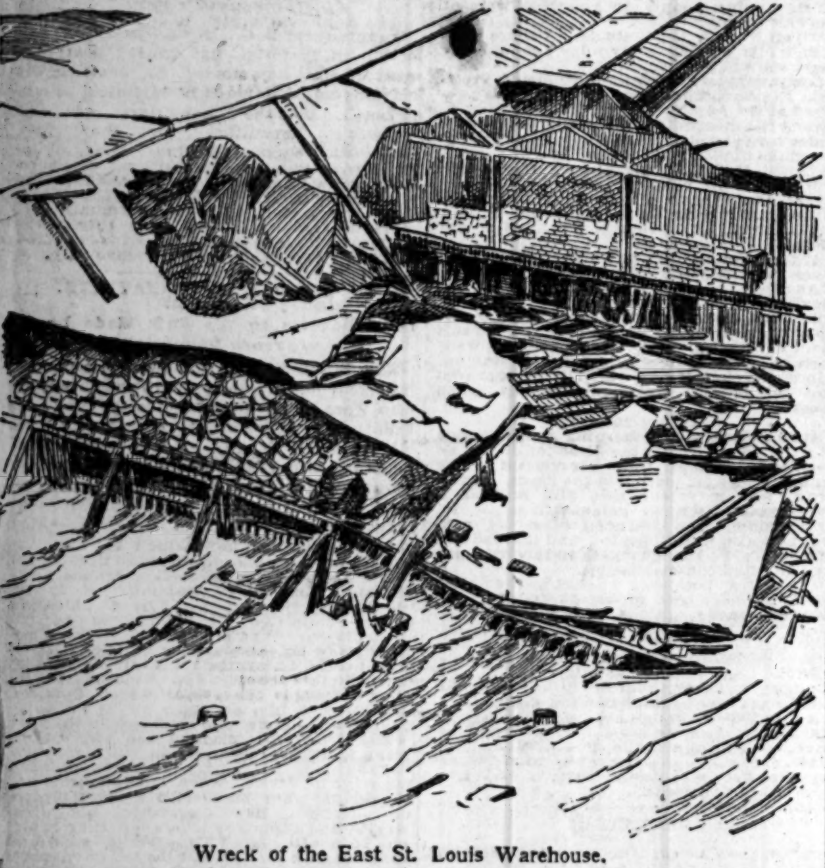
No Further Danger From the Flood Is Feared.

Subsidence of the Water Expected to Begin to-morrow.

NO BREAKS IN ANY OF THE LEVEES REPORTED TO-DATE.

The Water Reaches 31.4 Feet This Morning at the Foot of Market Street—A Fall at Points on the Upper Mississippi and in the Missouri—Situation at Madison and East Carondelet.

Although there was a continual rise in the river at this point last night, the captain of the steamboat and the pilots this morning express the belief that all danger of a great flood of the levee districts is about passed. This morning at 8 o'clock the water gauge at the foot of Market street registered 31.4 ft. At dusk yesterday the gauge registered 31 ft. exactly. The Captain of the steamer Hickman gave it as his opinion that the river would not rise above 32 feet at this point. It



Wreck of the East St. Louis Warehouse.

thought that the highest point attained by the water here will be reached within the next twenty-four hours. A rise of two inches is calculated to take place about sundown to-day.

The reports from other points along the river are favorable to an early subsiding of the waters. At Quincy, Ill., this morning the river is reported stationary; at Hermann, Mo., a fall of 0.1 was recorded; at Keokuk, Io., it raised 0.1; at Booneville, Mo., it raised 0.4; at Louisiana, Mo., it fell 0.2; at Alton, Ill., it was stationary, and at Arlington, Mo., a fall of 0.5 inches was noticed. The fall in the river at the places named above makes it almost certain that the rise here will not amount to anything for a day or so unless other heavy rain intervenes. The officers of the Anchor line think that the river has reached its crest at this point and believe that it will soon recede. It is the opinion of Capt. Mason that 31.6 may be reached, and probably not more than 32 feet unless it should rain.

The water has crept up the levee considerably since yesterday morning, and this morning it has reached such a height between Levee street and Franklin avenue that gangs of men were set to work on the various levees in order to receive freight. From Christy avenue to Franklin avenue the water stands within a few feet of the curbstone. A very solid bank of clinders extending



Scene in East Carondelet.

north from St. Louis avenue to Tyler street is almost carried away by the strong current at this point. In many places below and above the Water Works the river has made new inroads, but it is a local inundation where there is nothing to be damaged. At the foot of Angelotti street a shanty-boat settlement was broken up. The lumber dealers have been forced to abandon their wharves and the place is now a sea of mud. The water has been carried to the yards of the owners or moved out of the reach of the highest water.

East St. Louis. The latest reports from the villages south of St. Louis are to the effect that at least one of them, East Carondelet, will not be invaded by water this year unless the water rises much higher than it did in 1892. East Carondelet is entirely within the Prairie du Pont drainage and levee districts and protected by levees on the north and west. Last year these levees were neglected while the flood was threatening, and the water reached the town. It was so late in the season that it was too late to make repairs. The levees were taken down by the force and the work on their levees while the water was low. H. W. Pugh, one of the commissioners of the Prairie du Pont district, stated to a Post-Dispatch reporter that many men at work on the East Carondelet levees. Mr. Pugh stated that the levee would surely be kept out of the place unless it rose to an unprecedented height. The levee has already approached Oakville, and very few places in the village is filled with

water. Here in East St. Louis the situation is about the same as yesterday. A slight rise yesterday afternoon and last evening caused the water to close in somewhat at the race track, and it was necessary to bank sandbags along the southern part of the inclosure to keep the flood from the building. During the night the water came to a standstill, and to-day it gives indications of falling. At the Tudor Iron Works, opposite the race track, which is low ground, the spike mill is shut down on account of seep water. Pumps have been put in motion to clear the mill, and it is probable that work will be resumed to-morrow.

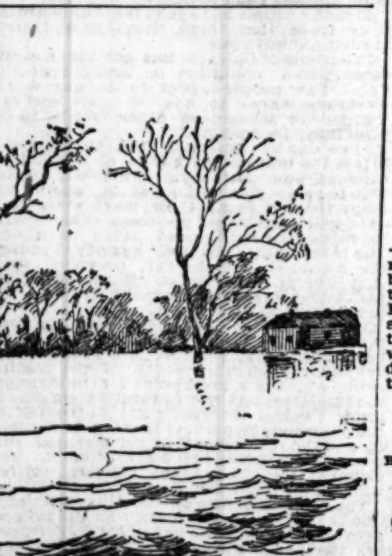
Condition of East Carondelet. The condition south of East St. Louis has not materially changed since yesterday, except that the water is slowly and steadily rising. Along the Mobile & Ohio Railroad the turnpike is all under water as far as the road to the ferry landing near Forest Lawn. In East Carondelet the water has entered the low ground on the north side of town, forcing the negro families occupying houses in that territory to remove their goods and seek other shelter. The town proper will stand three feet further rise before any immediate danger exists, though much less than that amount will ruin all the farms not yet submerged in that locality. The East St. Louis & Carondelet Railroad, better known as the "Donkey road," has not been in use for a week, but the company is open to the over the Belleville & Carondelet Railroad tracks. The water has loosened the track on the latter road so that at 6 o'clock yesterday afternoon a train passing the village of Prairie du Pont had two cars derailed. The train crew worked all night clearing the wreck and came into East St. Louis this morning at 7 o'clock. Just as it neared the switch tower in East St. Louis another car jumped the track and plowed along on a bed of a hundred yards or so, breaking up another car. The new levee is about to break near the Mobile & Ohio tracks at Forest Lawn. Men

along the Meramec. STEELVILLE, Mo., May 2.—The rainfall during the storm of Sunday night and yesterday morning was over three inches. The ringing of church bells warned the people at 4 o'clock in the morning that a flood was descending upon the town. The water was soon five feet deep in the main street. Men on horseback carried people to places of safety from the lower districts. The rail-

road bridge over the Meramec River, a mile below Steelville, was carried away, and the track at a number of places was washed out. Part of the Steelville mills was carried off, and all the bridges from the main track to the Midland furnace were destroyed. Trains will not reach Steelville for ten days. Great damage has been done to farms in the bottoms. Much of the wheat is ruined.

THE OHIO VALLEY. road bridge over the Meramec River, a mile below Steelville, was carried away, and the track at a number of places was washed out. Part of the Steelville mills was carried off, and all the bridges from the main track to the Midland furnace were destroyed. Trains will not reach Steelville for ten days. Great damage has been done to farms in the bottoms. Much of the wheat is ruined.

THE IRON MOUNTAIN TRACKS AFFECTED. The river continues its ravages at Carondelet. Happy Hollow is now submerged to a depth of from three to five feet and the residents have been forced to abandon their homes and seek shelter on the high ground or to move to the second stories of their houses. Between St. Louis and Carondelet, the river has commenced to eat away the bank under the tracks of the Iron Mountain Railroad, and the tracks on the north-bound track are now suspended. At this point the tracks run parallel with the river at the foot of a bluff from fifty to seventy-five feet in height. The track is about ten feet above the water, and steadily eating away



the tracks, and steadily eating away the road bed is built. The north-bound track was used as late as yesterday afternoon, but it was not used since the train men there had commenced to slide toward the water. All the available hands the road can secure are engaged in clearing the landslides near Cliff Cave, which has completely paralyzed business on the road for the time being. A small force was sent to work on that portion of the roadway which threatens to slide into the river this morning. In the meantime the south-bound track is used by trains going either way. This, of course, occasions much delay and inconvenience and was the cause of delaying the short train about half an hour this morning.

Last Year's Gauge Reading. The river reached its highest stage last year on the 15th of May, when the gauge registered 32. The following table gives the river gauge readings from April 25 to May 25, 1892:

| Date | Reading | Date | Reading |
|----------|---------|--------|---------|
| April 25 | 26.8 | May 10 | 28.0 |
| April 26 | 26.9 | May 11 | 28.1 |
| April 27 | 27.0 | May 12 | 28.2 |
| April 28 | 27.1 | May 13 | 28.3 |
| April 29 | 27.2 | May 14 | 28.4 |
| April 30 | 27.3 | May 15 | 28.5 |
| May 1 | 27.4 | May 16 | 28.6 |
| May 2 | 27.5 | May 17 | 28.7 |
| May 3 | 27.6 | May 18 | 28.8 |
| May 4 | 27.7 | May 19 | 28.9 |
| May 5 | 27.8 | May 20 | 29.0 |
| May 6 | 27.9 | May 21 | 29.1 |
| May 7 | 28.0 | May 22 | 29.2 |
| May 8 | 28.1 | May 23 | 29.3 |
| May 9 | 28.2 | May 24 | 29.4 |
| May 10 | 28.3 | May 25 | 29.5 |

The reading of the river gauge for the past month is as follows:

| Date | Reading | Date | Reading |
|----------|---------|----------|---------|
| April 1 | 26.8 | April 17 | 28.0 |
| April 2 | 26.9 | April 18 | 28.1 |
| April 3 | 27.0 | April 19 | 28.2 |
| April 4 | 27.1 | April 20 | 28.3 |
| April 5 | 27.2 | April 21 | 28.4 |
| April 6 | 27.3 | April 22 | 28.5 |
| April 7 | 27.4 | April 23 | 28.6 |
| April 8 | 27.5 | April 24 | 28.7 |
| April 9 | 27.6 | April 25 | 28.8 |
| April 10 | 27.7 | April 26 | 28.9 |
| April 11 | 27.8 | April 27 | 29.0 |
| April 12 | 27.9 | April 28 | 29.1 |
| April 13 | 28.0 | April 29 | 29.2 |
| April 14 | 28.1 | April 30 | 29.3 |
| April 15 | 28.2 | May 1 | 29.4 |
| April 16 | 28.3 | May 2 | 29.5 |

ALL ARE RISING. Condition of the Great Rivers Which Threaten Destructive Floods.

WASHINGTON, D. C., May 2.—The Weather Bureau sends out to-day the following coverage of water in the great rivers and the probabilities of further rise in the near future: The Ohio is rising rapidly from Parkersburg to Cairo. At Cairo the stage will reach 45 feet by the 5th. The Kanawha and Big Sandy are falling. The Scioto at Circleville is high and rising. The stage is 50.6 feet at Cincinnati and will rise slightly further to 53 feet by May 4. The Mississippi has risen 0.8 of a foot at St. Paul, fallen a few tenths from Dubuque to Davenport; risen 0.1 at Keokuk and 0.9 of a foot at St. Louis, making the stage 31.5. The rise will continue to about 32 feet at St. Louis on the 5th. The Arkansas and Red Rivers are rising. The Arkansas and Red Rivers are rising.

MOUTH OF THE MISSOURI. THE RIVER IS 26 FEET ABOVE LOW WATER MARK AND STILL RISING.

ALTON, Ill., May 2.—The river still continues to rise at this point, having now reached 26 feet above low water mark. It lacks just 4 feet of reaching the highest point reached last year. The Eagle Packet Co. and Bluff Line Railroad Co. have been compelled to abandon their offices and warehouses the water being almost up to the top of the doors. All the flour mills on the river and the Illinois Glass Co. have been pumping water for the last three or four days. The Madison County Vinegar works have shut down, the water covering their boiler and engine. The Bluff Line Railroad have chartered the steamer City of Brunswick to run between Alton and a point near Lockhaven, their track being covered with water and landslides caused by the heavy rains. The most serious damage being done by the flood is the washing away of the embankment built by the C. & Q. Railroad on the Missouri shore. The embankment is of an average height of twenty feet and was completed to Bellefontaine bridge. The bridge people are doing all in their power to save it, but if the water continues to come up their efforts will be useless.

weather which for three weeks has wholly stopped all plowing and planting in Ohio is culminating in a disastrous flood. Here over two inches of rain has fallen within



Driven Out.



Widow Schwartzstruber's Hotel.

road bridge over the Meramec River, a mile below Steelville, was carried away, and the track at a number of places was washed out. Part of the Steelville mills was carried off, and all the bridges from the main track to the Midland furnace were destroyed. Trains will not reach Steelville for ten days. Great damage has been done to farms in the bottoms. Much of the wheat is ruined.

RECENT GREAT RAINFALL CULMINATES IN A DISASTROUS FLOOD. CINCINNATI, O., May 2.—The rainy and cold

WAREHOUSE COLLAPSED. ST. MARY'S, O., May 2.—The large stock

LACE CURTAINS.

Our Spring Trade in LACE CURTAINS has been unprecedented. We are showing almost every make known. Among them Brussels Point, Marie Antoinette, Arabian, Louis XIV., Cluny Tambour, Silk-edge Saxony Muslin, Nottingham, etc.

TABLE COVERS.

We carry an extensive assortment of Covers, in sizes from one yard square to two yards wide by three yards long, in Velour, Tapestry, Titian Velvet, Chenille, etc. They are suitable for Stand, Dining Room and Piano Covers.

Silk and Satin Damask.

These fabrics are appropriate for Door, Window and Wall Decorations. We have them in the Empire and many other new styles.

Our prices on all the above are very reasonable.

SPECIAL—We have a lot of COTTAGE and SILK STRIPE Curtains which we will offer during this week at the following remarkably low prices:

| | | | |
|-----------------|------------------|---------------------|-----------------|
| One lot at..... | \$1.45 per pair; | actually worth..... | \$2.50 per pair |
| One lot at..... | 2.25 per pair; | actually worth..... | 3.50 per pair |
| One lot at..... | 2.75 per pair; | actually worth..... | 4.50 per pair |
| One lot at..... | 3.25 per pair; | actually worth..... | 5.50 per pair |
| One lot at..... | 4.00 per pair; | actually worth..... | 6.50 per pair |
| One lot at..... | 6.50 per pair; | actually worth..... | 10.00 per pair |

Each of the above lots includes an assortment of patterns and colorings. They are very desirable for light hangings. CALL AND SEE THEM.

Troilicht, Duncher & Renard

CARPET CO.,

504 and 506 North Fourth Street.

warehouse of Crane & McMahon's wheel works collapsed yesterday afternoon. The foundations were undermined by high water. The building had just been completed. Loss \$5,000.

ALONG MAD RIVER. SPRINGFIELD, O., May 2.—The awful possibility of a score of lives being lost in a flood, which covers 300 houses in the southwestern part of the city, is causing great excitement here. The Mad River rose last evening with incredible rapidity, and before people knew it they were hemmed in by the waters. The police force and citizens are rescuing the people in boats and on horse. The electric street car power-house is flooded and traffic is stopped.

AT FREMONT CITY. SPRINGFIELD, O., May 2.—A water spout burst over Fremont City, a village near here, and Mad River broke its banks. In eighteen minutes the water flooded the town, carrying away many outbuildings. Scores of families are in danger, but no deaths have been reported as yet.

THE LOWER OHIO. SHAWNEETOWN, Ill., May 2.—The Ohio River is overflowing its banks and continues to rise three-fourths of an inch an hour. All the bottoms will be covered and indications are that on account of the lateness of the season the acreage of corn will be greatly reduced.

IN THE NORTH. DISASTROUS OVERFLOW IN NORTH DAKOTA AND MINNESOTA. PEMBINA, N. D., May 2.—The flood is spreading all over the streets of the town and the river is still rising. In South Pembina people generally have left their homes. A few families still remain, living upstairs in their homes. They go about in boats, getting in and out of their houses through the windows. Two St. Paul traveling men came near being drowned Saturday while crossing over in a boat from St. Vincent.

VILLAGES SUBMERGED. ST. VINCENT, MINN., May 2.—The village is entirely under water and several buildings have been totally wrecked by floating ice. The flood is much higher than it was in 1892, and is much more dangerous, as the ice had

all run out of the river. People in parts of the town are leaving their homes. Emerson, Manitoba, three miles distant, is also submerged and all the stores in the town have more or less water in them. The Red River is now running through the low land east of St. Vincent and Emerson, leaving the two towns on an island.

NEARING DANGER LINE. ST. PAUL, MINN., May 2.—The Mississippi River at this point continues to rise and at noon to-day registered 19-10 feet above low water mark. This lacks only one-tenth of an inch of the danger line, which is fourteen feet. Nearly all the West St. Paul flats are now under water, and what is known as the Bohemian Flats is entirely under water. Families have all moved from their homes in both localities.

AN INCH AN HOUR. EVANSVILLE, Ind., May 2.—River 88.6 and

rising at the rate of an inch per hour. Six inches above danger line.

Around Madison. The situation in Madison and Venice remains unchanged. A few more feet of water will, however, cause a great amount of damage. The Madison ferry wharfboat stands out in the river about 1,000 feet and is approached by a pontoon bridge from the shore. Should the river go up a few feet the amount of drift wood which is piled against the pontoons will cause the wharfboat to break loose. The Captain of the ferryboat states he does not know how much longer the boat will run. A large number of families came over on the boat to-day bringing with them their household goods and live stock. The new Madison levee, which is being built by the city inside the Glover Levee embankment, is being pushed, gangs working day and night. West of the Cole embankment south of the Merchants' Bridge a dozen or more houses have been vacated on account of the water. The families of Jim Johnson, Jack Howard, and the Millers, Jamisons, Treadways and others have all moved out and left their crops. John Cool, above the bridge, has been washed out for three days. The inhabitants of Madison claim that it will take five and one-half feet more of water to flood Madison.

ALL using Clarette Laundry Soap are witnesses of its excellence and superiority.

ABOUT TOWN.

FUNERAL OF MRS. NELLIE CROAK.—The funeral of Mrs. Nellie A. Croak, wife of Michael Croak, took place to-day from the family residence, 3172 Bridge street. The remains were followed to their last resting place in Calvary Cemetery by a large concourse of friends.

FURNITURE BOARD OF TRADE.—The Furniture Board of Trade at its regular monthly meeting last night made the preliminary arrangements for the National Association, which meets in this city June 7. Papers on the "Storage of Cars" and "Factory Insurance" were read.

THE EIGHT HOUR MOVEMENT.—A meeting of working men was held at Central Turner Hall last night for the object of discussing the eight hour question. Albert E. Sanderson urged all to stand for the eight hour day and demand the change. L. B. Goodman and Girard Basilelli spoke to the same effect.

ASSAULTED AND ROBBED.—Joe Doyle reported to the police of the Third District last night that at 9 o'clock he was assaulted and robbed of \$10 by a gang of negroes in the alley between Eleventh and Twelfth streets. Wash street and Franklin avenue. He had several wounds on the head and received injuries on the arm.

CANADIAN PACIFIC OFFICIALS.—A special train arrived in the city last night on which were President W. C. Van Horn of the Canadian Pacific, Hon. R. W. Wells of Toronto, C. S. Wyman of London, G. A. McMahon of St. Paul, and E. B. Jones of Toronto. The party visited the new Union Depot and terminals to-day.

BUILDERS' EXCHANGE MEETING.—At the monthly meeting of the Builders' Exchange, Stephen O'Connor was elected as the honorary cause by the death of Patrick McGrath. A committee consisting of Daniel Evans, Wm. H. McKee and Patrick Malachy was appointed to draw up resolutions of regret on the death of Mr. McGrath.

INQUEST ON JACK HAYNES.—An inquest was held yesterday over the remains of Jack Haynes, the well-known boarding-house snafk thief, who died Sunday without medical attendance at 2613 Olive street. A verdict of death from consumption was returned. Haynes was released from the Jefferson City penitentiary two weeks ago.

TO EXTEND TO CREVE COEUR.—According to Mr. Eugene Banolt, president of the Midland Electric Railway, that line is to be extended to Creve Coeur Lake. The line will probably be located between the St. Charles Rock road and the Olive street road. A bonus of \$50,000 has been raised to induce the company to build along Leasing road. It is expected that the line will be completed in September. An extension to Camp Marv is contemplated.

SAVED A WOMAN.—A fire broke out last night at 107 North Eighth street, which is a furnished room house. Before the ladders could be put in place, Mary Green appeared at the window, and, terrified by the flames, was about to spring out, when a man appeared at her back. His name was not learned. The fire was soon extinguished. The building was valued at \$250 and the Western Tailoring Co. sustained a loss of \$1,000.

BOARD OF HEALTH.—At the meeting of the Board of Health yesterday afternoon a communication was received from the Police Commissioner asking that a force from the Sanitary Department be permitted to go to the Western Hotel. The regular weekly reports showed the usual number of patients at the city institutions.

POST-OFFICE CHANGES.—Postmaster Harlow accepted the resignation of Henry A. Kleister, Superintendent of Station 6, and W. T. Higgins of the general delivery department was appointed in his place. The resignation of W. T. Higgins of the stamp department, resigned, and Wm. D. Barnes of Station 2 was promoted to fill the vacancy. Carrier Wm. J. Murray was placed in Station 4, and Michael J. Corcoran was promoted to take Murray's place.

The Genuine Imported Caribbea Sprayed Salt is an alternative and eliminative remedy, which dissolves tenacious bile, allays irritation, and removes obstruction by aiding nature and not by sudden and excessive irritation, as most cathartics do. Obtain the genuine article only. Elmer Monod, sole agents, 122 and 134 Franklin st., New York.

Two Hundred Thousand People

Attended the opening of the Columbian Exposition on Monday at Chicago. ON THE SAME DAY, IN ST. LOUIS, MORE PEOPLE—in proportion—VISITED OUR NEW STORES, attracted by the GREATEST OFFER OF DRY GOODS BARAINS EVER MADE here or elsewhere. As our doors had to be closed at 6 p. m. on a large number of customers who desired to avail themselves of the WONDERFUL investments, we will again offer to-morrow a DUPLICATE SALE of Monday. Come early, as there will be a rush.

Bernie & Gentles

BROADWAY, S. W. CORNER FRANKLIN AVENUE.

SILKS. PER YD

Wednesday morning at 10 o'clock we place on sale 1000 yards fine Silks, consisting of Plaid Surahs, Colored Surahs, Colored Satins, Printed Chinas and Printed Japanese Silks; worth up to \$1....

35c

Free! Free! The "MARCO," the popular Kid Glove of Paris, sold by leading houses there at 5 francs per pair. To introduce this Glove the importers have authorized us to give away 200 pairs FREE! FREE! To place these where their real merit will be appreciated, we have decided to place on sale to-morrow: 75 pieces finest quality French Serge DRESS GOODS, just purchased from an importer's forced sale; are 45 inches wide and include all the newest shades—Helletope, Roseda, Tan, Navy and Gold Brown—all worth to-day \$1 per yard. Our price will be, per yard,

65c

A Full Dress Pattern, 7 yards,

\$4.50

At 15c. To-morrow, 50 pieces Finest Silk Stripe GINGHAMS, worth 25c, at 15c.

With the Importer's Compliments. We will present to each lady buying one of these full patterns a pair of the "Marco" Paris Kid Gloves—a button or 5-hook—and fit them to the hand.

CITY REAL ESTATE FOR SALE.

20 Per Cent Investment.

Invest your money.

Residence Lots.

Nothing safer than real estate. We have for sale the best property in the city. The lots are in the best locations, and the houses are built by the best architects. The price is very low, and the investment is very safe.

6% Broadway 6%

110125, Bel. Bldg and O'Fallon Sts.

Opposite the new passenger depot, the place etc.

HEIMANN, FARRINGTON & CO., 710 Chestnut.

SUBURBAN PROPERTY FOR SALE.

FOR SALE—Handsome residence and grounds.

TO BE LEASED—For 5 years complete blacksmith shop.

FOR LEASE.

FOR LEASE—For 5 years complete blacksmith shop.

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COMMERCIAL.

Regular Cash Market Prices To-Day.

WHEAT.

No. 1 red, 65 1/2; No. 2 red, 65; No. 3 red, 64 1/2.

No. 1 white, 66 1/2; No. 2 white, 66; No. 3 white, 65 1/2.

No. 1 yellow, 67 1/2; No. 2 yellow, 67; No. 3 yellow, 66 1/2.

No. 1 blue, 68 1/2; No. 2 blue, 68; No. 3 blue, 67 1/2.

No. 1 green, 69 1/2; No. 2 green, 69; No. 3 green, 68 1/2.

No. 1 black, 70 1/2; No. 2 black, 70; No. 3 black, 69 1/2.

No. 1 brown, 71 1/2; No. 2 brown, 71; No. 3 brown, 70 1/2.

No. 1 purple, 72 1/2; No. 2 purple, 72; No. 3 purple, 71 1/2.

No. 1 pink, 73 1/2; No. 2 pink, 73; No. 3 pink, 72 1/2.

No. 1 orange, 74 1/2; No. 2 orange, 74; No. 3 orange, 73 1/2.

No. 1 yellow, 75 1/2; No. 2 yellow, 75; No. 3 yellow, 74 1/2.

No. 1 green, 76 1/2; No. 2 green, 76; No. 3 green, 75 1/2.

No. 1 blue, 77 1/2; No. 2 blue, 77; No. 3 blue, 76 1/2.

No. 1 black, 78 1/2; No. 2 black, 78; No. 3 black, 77 1/2.

No. 1 brown, 79 1/2; No. 2 brown, 79; No. 3 brown, 78 1/2.

No. 1 purple, 80 1/2; No. 2 purple, 80; No. 3 purple, 79 1/2.

No. 1 pink, 81 1/2; No. 2 pink, 81; No. 3 pink, 80 1/2.

No. 1 orange, 82 1/2; No. 2 orange, 82; No. 3 orange, 81 1/2.

No. 1 yellow, 83 1/2; No. 2 yellow, 83; No. 3 yellow, 82 1/2.

No. 1 green, 84 1/2; No. 2 green, 84; No. 3 green, 83 1/2.

No. 1 blue, 85 1/2; No. 2 blue, 85; No. 3 blue, 84 1/2.

No. 1 black, 86 1/2; No. 2 black, 86; No. 3 black, 85 1/2.

No. 1 brown, 87 1/2; No. 2 brown, 87; No. 3 brown, 86 1/2.

No. 1 purple, 88 1/2; No. 2 purple, 88; No. 3 purple, 87 1/2.

No. 1 pink, 89 1/2; No. 2 pink, 89; No. 3 pink, 88 1/2.

No. 1 orange, 90 1/2; No. 2 orange, 90; No. 3 orange, 89 1/2.

No. 1 yellow, 91 1/2; No. 2 yellow, 91; No. 3 yellow, 90 1/2.

No. 1 green, 92 1/2; No. 2 green, 92; No. 3 green, 91 1/2.

No. 1 blue, 93 1/2; No. 2 blue, 93; No. 3 blue, 92 1/2.

No. 1 black, 94 1/2; No. 2 black, 94; No. 3 black, 93 1/2.

No. 1 brown, 95 1/2; No. 2 brown, 95; No. 3 brown, 94 1/2.

No. 1 purple, 96 1/2; No. 2 purple, 96; No. 3 purple, 95 1/2.

No. 1 pink, 97 1/2; No. 2 pink, 97; No. 3 pink, 96 1/2.

No. 1 orange, 98 1/2; No. 2 orange, 98; No. 3 orange, 97 1/2.

No. 1 yellow, 99 1/2; No. 2 yellow, 99; No. 3 yellow, 98 1/2.

No. 1 green, 100 1/2; No. 2 green, 100; No. 3 green, 99 1/2.

No. 1 blue, 101 1/2; No. 2 blue, 101; No. 3 blue, 100 1/2.

No. 1 black, 102 1/2; No. 2 black, 102; No. 3 black, 101 1/2.

No. 1 brown, 103 1/2; No. 2 brown, 103; No. 3 brown, 102 1/2.

No. 1 purple, 104 1/2; No. 2 purple, 104; No. 3 purple, 103 1/2.

No. 1 pink, 105 1/2; No. 2 pink, 105; No. 3 pink, 104 1/2.

No. 1 orange, 106 1/2; No. 2 orange, 106; No. 3 orange, 105 1/2.

No. 1 yellow, 107 1/2; No. 2 yellow, 107; No. 3 yellow, 106 1/2.

No. 1 green, 108 1/2; No. 2 green, 108; No. 3 green, 107 1/2.

No. 1 blue, 109 1/2; No. 2 blue, 109; No. 3 blue, 108 1/2.

No. 1 black, 110 1/2; No. 2 black, 110; No. 3 black, 109 1/2.

No. 1 brown, 111 1/2; No. 2 brown, 111; No. 3 brown, 110 1/2.

No. 1 purple, 112 1/2; No. 2 purple, 112; No. 3 purple, 111 1/2.

No. 1 pink, 113 1/2; No. 2 pink, 113; No. 3 pink, 112 1/2.

No. 1 orange, 114 1/2; No. 2 orange, 114; No. 3 orange, 113 1/2.

No. 1 yellow, 115 1/2; No. 2 yellow, 115; No. 3 yellow, 114 1/2.

No. 1 green, 116 1/2; No. 2 green, 116; No. 3 green, 115 1/2.

No. 1 blue, 117 1/2; No. 2 blue, 117; No. 3 blue, 116 1/2.

No. 1 black, 118 1/2; No. 2 black, 118; No. 3 black, 117 1/2.

No. 1 brown, 119 1/2; No. 2 brown, 119; No. 3 brown, 118 1/2.

No. 1 purple, 120 1/2; No. 2 purple, 120; No. 3 purple, 119 1/2.

No. 1 pink, 121 1/2; No. 2 pink, 121; No. 3 pink, 120 1/2.

No. 1 orange, 122 1/2; No. 2 orange, 122; No. 3 orange, 121 1/2.

No. 1 yellow, 123 1/2; No. 2 yellow, 123; No. 3 yellow, 122 1/2.

No. 1 green, 124 1/2; No. 2 green, 124; No. 3 green, 123 1/2.

No. 1 blue, 125 1/2; No. 2 blue, 125; No. 3 blue, 124 1/2.

No. 1 black, 126 1/2; No. 2 black, 126; No. 3 black, 125 1/2.

No. 1 brown, 127 1/2; No. 2 brown, 127; No. 3 brown, 126 1/2.

No. 1 purple, 128 1/2; No. 2 purple, 128; No. 3 purple, 127 1/2.

No. 1 pink, 129 1/2; No. 2 pink, 129; No. 3 pink, 128 1/2.

No. 1 orange, 130 1/2; No. 2 orange, 130; No. 3 orange, 129 1/2.

No. 1 yellow, 131 1/2; No. 2 yellow, 131; No. 3 yellow, 130 1/2.

No. 1 green, 132 1/2; No. 2 green, 132; No. 3 green, 131 1/2.

No. 1 blue, 133 1/2; No. 2 blue, 133; No. 3 blue, 132 1/2.

No. 1 black, 134 1/2; No. 2 black, 134; No. 3 black, 133 1/2.

No. 1 brown, 135 1/2; No. 2 brown, 135; No. 3 brown, 134 1/2.

No. 1 purple, 136 1/2; No. 2 purple, 136; No. 3 purple, 135 1/2.

No. 1 pink, 137 1/2; No. 2 pink, 137; No. 3 pink, 136 1/2.

No. 1 orange, 138 1/2; No. 2 orange, 138; No. 3 orange, 137 1/2.

No. 1 yellow, 139 1/2; No. 2 yellow, 139; No. 3 yellow, 138 1/2.

No. 1 green, 140 1/2; No. 2 green, 140; No. 3 green, 139 1/2.

No. 1 blue, 141 1/2; No. 2 blue, 141; No. 3 blue, 140 1/2.

No. 1 black, 142 1/2; No. 2 black, 142; No. 3 black, 141 1/2.

No. 1 brown, 143 1/2; No. 2 brown, 143; No. 3 brown, 142 1/2.

No. 1 purple, 144 1/2; No. 2 purple, 144; No. 3 purple, 143 1/2.

No. 1 pink, 145 1/2; No. 2 pink, 145; No. 3 pink, 144 1/2.

No. 1 orange, 146 1/2; No. 2 orange, 146; No. 3 orange, 145 1/2.

No. 1 yellow, 147 1/2; No. 2 yellow, 147; No. 3 yellow, 146 1/2.

No. 1 green, 148 1/2; No. 2 green, 148; No. 3 green, 147 1/2.

No. 1 blue, 149 1/2; No. 2 blue, 149; No. 3 blue, 148 1/2.

No. 1 black, 150 1/2; No. 2 black, 150; No. 3 black, 149 1/2.

No. 1 brown, 151 1/2; No. 2 brown, 151; No. 3 brown, 150 1/2.

No. 1 purple, 152 1/2; No. 2 purple, 152; No. 3 purple, 151 1/2.

No. 1 pink, 153 1/2; No. 2 pink, 153; No. 3 pink, 152 1/2.

COMMERCIAL.

Regular Cash Market Prices To-Day.

WHEAT.

No. 1 red, 65 1/2; No. 2 red, 65; No. 3 red, 64 1/2.

No. 1 white, 66 1/2; No. 2 white, 66; No. 3 white, 65 1/2.

No. 1 yellow, 67 1/2; No. 2 yellow, 67; No. 3 yellow, 66 1/2.

No. 1 blue, 68 1/2; No. 2 blue, 68; No. 3 blue, 67 1/2.

No. 1 green, 69 1/2; No. 2 green, 69; No. 3 green, 68 1/2.

No. 1 black, 70 1/2; No. 2 black, 70; No. 3 black, 69 1/2.

No. 1 brown, 71 1/2; No. 2 brown, 71; No. 3 brown, 70 1/2.

No. 1 purple, 72 1/2; No. 2 purple, 72; No. 3 purple, 71 1/2.

No. 1 pink, 73 1/2; No. 2 pink, 73; No. 3 pink, 72 1/2.

No. 1 orange, 74 1/2; No. 2 orange, 74; No. 3 orange, 73 1/2.

No. 1 yellow, 75 1/2; No. 2 yellow, 75; No. 3 yellow, 74 1/2.

No. 1 green, 76 1/2; No. 2 green, 76; No. 3 green, 75 1/2.

No. 1 blue, 77 1/2; No. 2 blue, 77; No. 3 blue, 76 1/2.

No. 1 black, 78 1/2; No. 2 black, 78; No. 3 black, 77 1/2.

No. 1 brown, 79 1/2; No. 2 brown, 79; No. 3 brown, 78 1/2.

No. 1 purple, 80 1/2; No. 2 purple, 80; No. 3 purple, 79 1/2.

No. 1 pink, 81 1/2; No. 2 pink, 81; No. 3 pink, 80 1/2.

No. 1 orange, 82 1/2; No. 2 orange, 82; No. 3 orange, 81 1/2.

No. 1 yellow, 83 1/2; No. 2 yellow, 83; No. 3 yellow, 82 1/2.

No. 1 green, 84 1/2; No. 2 green, 84; No. 3 green, 83 1/2.

